



These articles and information is brought to you by The 1937 and 1938 Buicks Club. For more information please contact us at;

<http://autos.groups.yahoo.com/group/1937and1938Buicks/>

or

WWW.1937and1938Buicks.com

-- Warning Notice --

It the mission and goal of 1937 and 1938 Buicks Club is to provide information, helpful hints, advice, directions and reference information for the repair, maintenance, authentic restoration and knowledge development in regards to 1937 and 1938 Buick's. Content is offered as informational only.

The 1937 and 1938 Buicks Club does not knowingly accept false or misleading content or advertising. Nor does The 1937 and 1938 Buicks Club assume any responsibility for the consequences that may occur should any such material appear.

The 1937 and 1938 Buicks Club does not guarantee the quality of any information which is included in this or any other publication. Under no circumstances shall The 1937 and 1938 Buicks Club be liable for any damages, losses, or injuries resulting from use reliance on the content of this or any other publication. Any reliance on this or any other publication content is at your own risk.

As a precautionary measure, The 1937 and 1938 Buicks Club strongly recommends that you contact a professional mechanic or restoration shop to check your work or answer specific questions.

-- Copyright Notice --

All rights reserved. All documents and publications on The 1937 and 1938 Buicks Club web site or that can be down loaded from The 1937 and 1938 Buicks Club web site are protected under both U.S. Federal copyright law and international treaties. No component of this site, including text, images and computer code, may not be reproduced or copied in any form or by any means--electronic, graphic, digital or mechanical, including photocopying or information storage & retrieval systems--without the express prior written permission of The 1937 and 1938 Buicks Club.

THE INTERNATIONAL NEWS PUBLICATION FOR MEMBERS OF THE 1937-1938 BUICK CLUB

TORQUE TUBE



VOLUME XXI • NUMBER 2 • NOVEMBER/DECEMBER 2002



The 9th Cylinder

BY HARRY LOGAN (#651) EDITOR

Dear Members: So far no one has applied for the job of being the next Torque Tube Editor. Hopefully, before our publishing year is up next summer, we will have a new Editor. It would be a shame for the Club to end after 23 years because no one wants to be the Editor. Art Director Dug Waggoner does want to continue.

Basically, the Editor writes the articles, and sends them together with the accompanying photos by mail to Dug. Dug lays out the magazine and gets it ready to be printed. He then mails it to our printer in Ohio who prints and mails it for all to enjoy.

The Art Deco Society held their annual **Gatsby Day Picnic** on Sunday September 8 at the Dunsmuir Mansion in Oakland, California. About 400 people and 75 pre-war cars attended. Everyone was dressed in period clothing as shown in this photo. A band played songs from the 1920's and 30's. There was also a male and

female singer. The male singer sang with the raspy voice you often heard when singers used a megaphone. It was just like being on the set of the movie **"The Great Gatsby."**

There was even a wedding. The blond lady on the right leaning on the fender parking light was married during the picnic. She was delighted when I presented her with two copies of the May/June, 2002 Torque Tube with her photo on the cover taken at last year's Gatsby Day. And she married a man with the last name of Buick, so she's now Mrs. Buick!



TORQUE TUBE

FOUNDED IN 1980 BY DAVE LEWIS



One of our members, **Mark Jordan** (#1297) is engaged to marry the blond lady third from the left in the cover photo.



And here's a photo of Mark and his fiancée taken at this year's Gatsby Day in front of his maroon '38 Buick Sedan.

My wife Margo and I also attended in our 1940 Buick Limited convertible sedan. That's the Dunsmuir Mansion, built in 1899 in the background. I brought along my portable Victrola 78 rpm record player. Gatsby Day Picnics are always fun because it's like you've been transported back to the '20's and '30's.

Paul DeLucchi (#1246) sent me this photo of a '37 Limited (right and top of page 3).



The **TORQUE TUBE** is published every two months. Membership dues are \$34.00 per year US, \$35.00 per year Canada or Mexico and \$40.00 per year for all others. All issues mailed First Class and Overseas issues are mailed Air Mail-Printed Matter unless Surface Mail, at \$35.00 per year, is requested. All memberships run September 1 to August 31 of the following year. Persons joining during the year will receive all back issues from September 1. All payments must be in U.S. funds. Please make your check payable to the **1937-1938 Buick Club**.

Check out the new **1937-1938 Buick Club** web site: <http://clubs.hemmings.com/1937-1938buick/>

Please send all articles, ads subscriptions and inquiries, etc. to:

The TORQUE TUBE
1005 RILMA LANE
LOS ALTOS, CA 94022 USA

You can reach Harry Logan by
PHONE/FAX (650) 941-4587
or by E-mail: harrylogan@earthlink.net

Editor:.....Harry Logan, #651
Art Director:.....Dug Waggoner, #10

Printer Liaison:.....Bill Olson, #427
Printer:.....Conrads Printing, Lancaster, Ohio

All rights reserved. No part of this newsletter may be reproduced in any form without written permission from THE TORQUE TUBE



each way. The car has been modified with wrap around front bumpers and Cadillac sidemounts.

Here are two photos of the dark blue '37 Century Convertible coupe featured on the cover of the last Torque Tube. It belongs to one of our first members, **Gene Slusser** (#5) in New Hampshire.

Note the car has a 1938 steering wheel. The '37 wheel had flat spokes. Apparently some drivers caught their sleeve in the horn ring, accidentally sounding the horn. So the '38 wheel had a dip to prevent this.

Rod Phillips (#1644) in Kansas City, Kansas recently purchased this '37 Century Coupe Model 66S from the Volo Auto Museum (top of page 4). It has been modified with sealed beam headlights, Cadillac hood ornament and a '49 Roadmaster engine with dual carburetors.

'37 coupes and convertible coupes were the last Buicks to have the license plate mounted above the left tail light. Rod's has been modified to be more like the '38 coupes with the license plate in the center of the trunk lid. Rod is very satisfied with his purchase. Congratulations Rod.

Pat Jacobs (#1308) in Washington writes concerning the article about '38

Century convertible converted to a street rod that appeared on page 20 of the July/August Torque Tube.





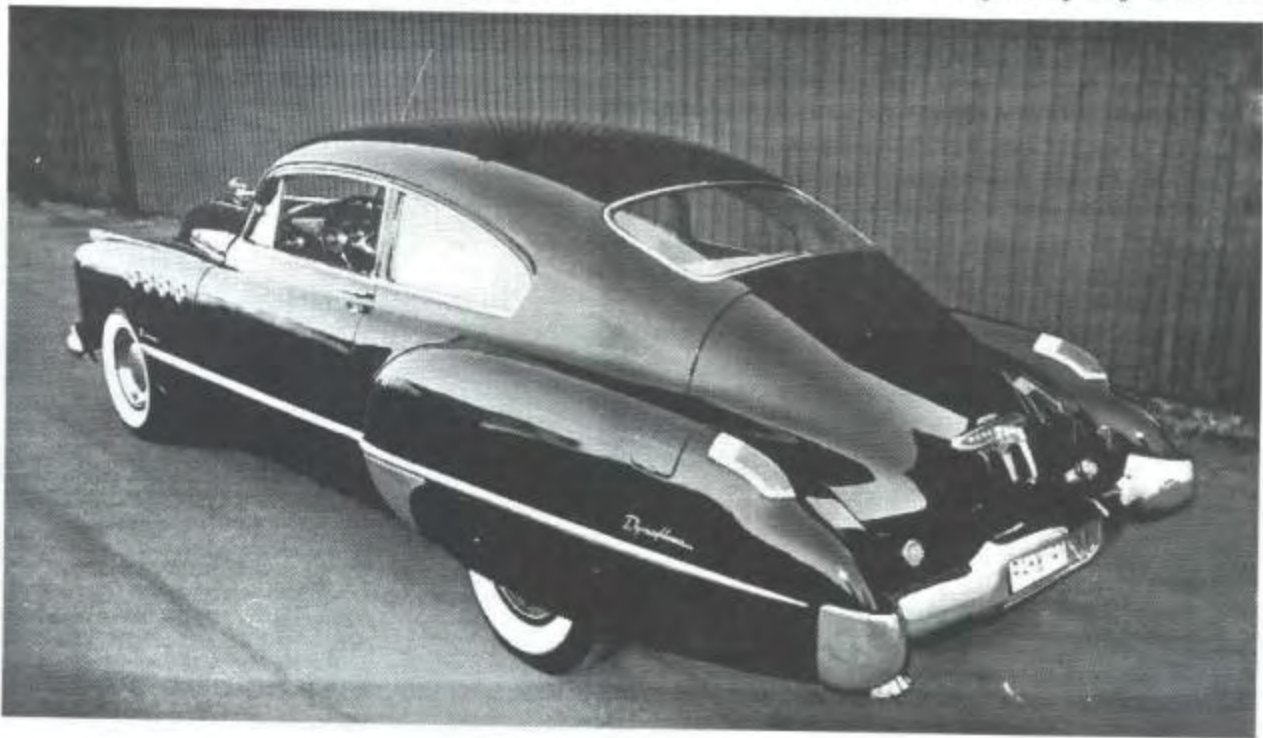
"The piece about the hot-rodded '38 Century is enough to make a grown man cry. So often, hot

rodders claim to salvage badly used old cars, so they are not taking an original or stock car to make a rod. We all know that is not always the case, and this looks like a good example of taking a really nice stock car and making a rod out of it. I don't dislike rods and rodders, but do hate to see such a nice car converted." Several other members expressed the same feeling.

Pat also commented on removing the temperature gauge bulb from the cylinder head. "I did not break my bulb when taking it out, but had a hard time getting it pulled out anyway. I soaked the area, as best I could with Maltby's Penetrating Oil, the best of the breed that I have found. After several days, it pulled out, and I sent it off to Bob's Automobilia and they repaired and promptly returned the renewed gauge."

Paul Dodge(#1647) writes on the same subject: "I came up with a method of getting the temp sender bulb loose. A small amount of muratic acid will cut the scale and "crud" and enable the bulb to be gently wiggled lose."

Mikael Gustafsson (#1361) in Sweden reports: "We have had a beautiful summer here in Sweden, sunny every day since the



beginning of July with the temperature around 25°-28° C (80° F). The days at the beach and the nights cruising with the Buick were lots of fun. This year it has been mostly with the black 1949 Roadmaster."



This 1937 Century convertible sedan model 60C was for sale on eBay last September with a minimum bid of \$1,500. It was located in the Sacramento, California area and had not run since 1945.



This two tone 1937 Roadmaster was also for sale on eBay in September. The minimum bid was \$5,500. The car is located in Roanoke, Virginia. Don't know if either car sold. Thanks to **Charles Jekofsky** (#524) for sharing these two eBay items.



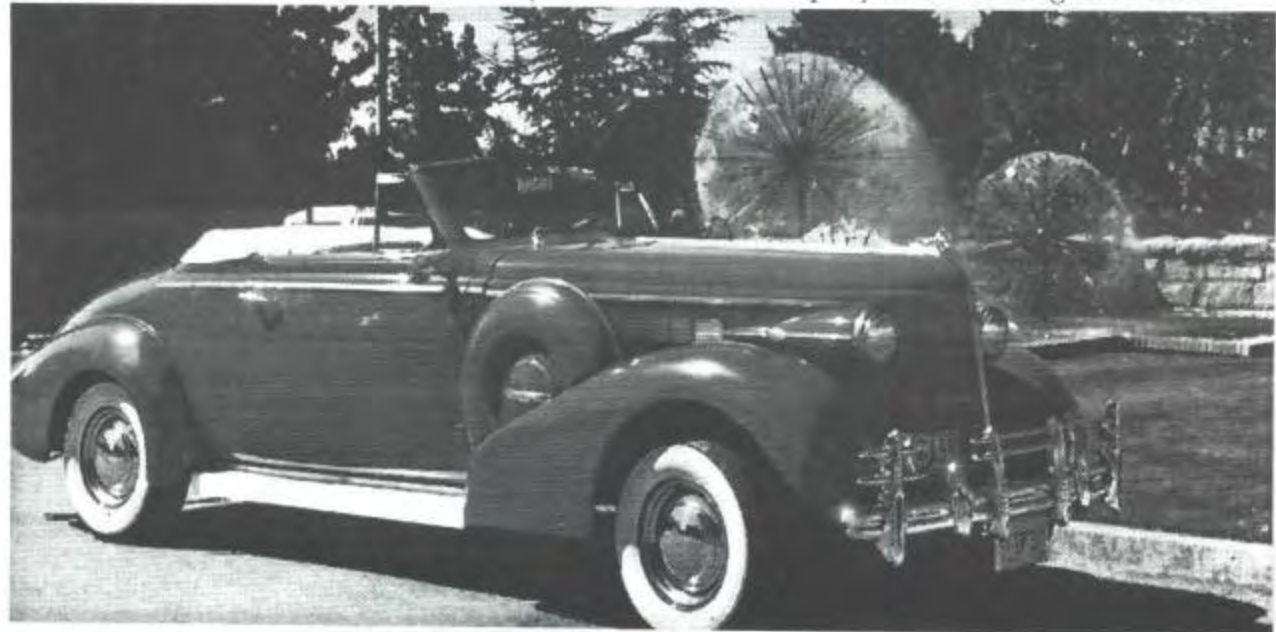
Here's **Jerry Beall** (#606) in Portland, Oregon with his maroon '38 Century Convertible Sedan Model 60C. Jerry has owned the car for over 20 years but sold it in October to new member Bill Brooks (#1661) in Santa Cruz, California.

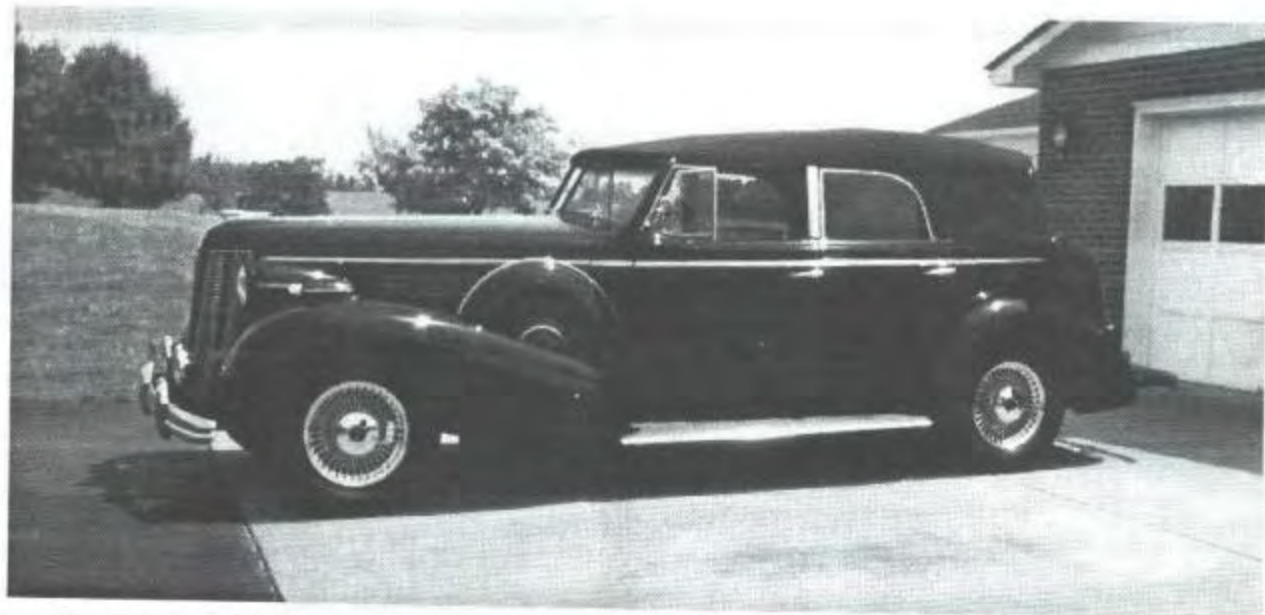
This is **Phillip Murelaga's** (#1547) black sidemounted Century Sedan Model 61 in Boise, Idaho. Phillip also owns a 1941 Century Sedanet model 66S and a 1956 Deluxe Riviera Sedan model 63D.

Philip has a friend with a red '38 Century



convertible coupe model 66C. He must be pretty old as Phillip says he is the original owner!





Jim Peter's (#1431) in Virginia is restoring a 1937 Special convertible coupe. He just finished this 1937 Roadmaster street rod. It has a Chevy engine and transmission, disc brakes and power windows and lots of other good stuff.



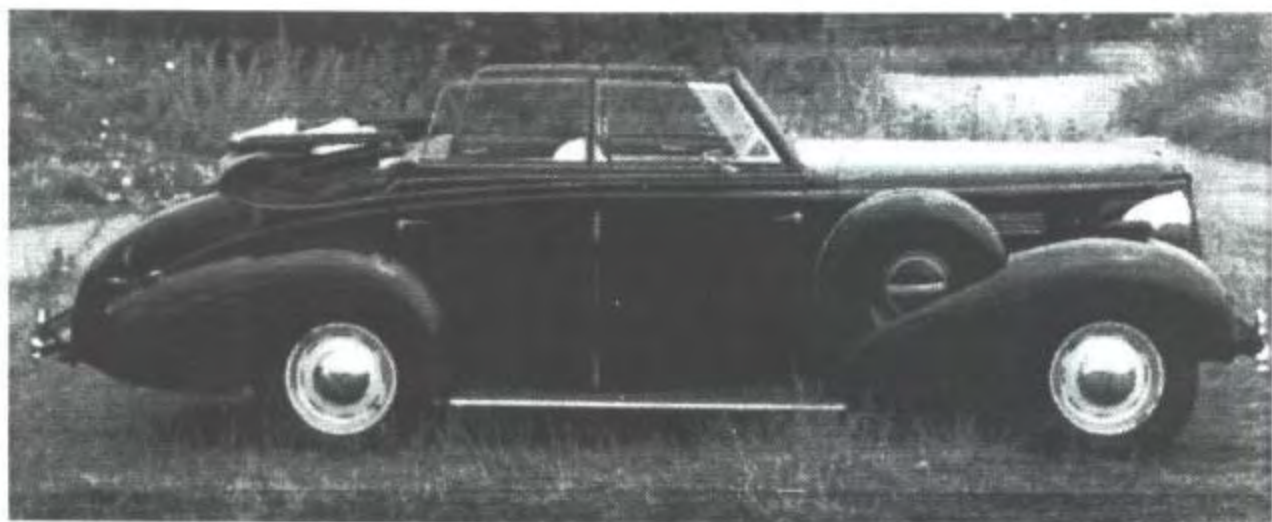
The reason **Bill Whyte's** (#968) 1938 Century convertible is parked on the pavement (*sidewalk*) in front of a bistro in Scotland is to complement the art deco interior (*the building is Edwardian 1912*), and was used by Bill as a furniture showroom. When he retired, he sold the building which was turned into a bistro and this photo was taken on the opening night. Note the "bouncer" and the revolving door. Bill says he always thinks of art deco' from approximately 1932 to 1936 and the 1936 Buick with square instruments and door handles as being the ultimate example.

This maroon sidemounted 1937 Buick convertible sedan (*top of page 7*) with a custom body

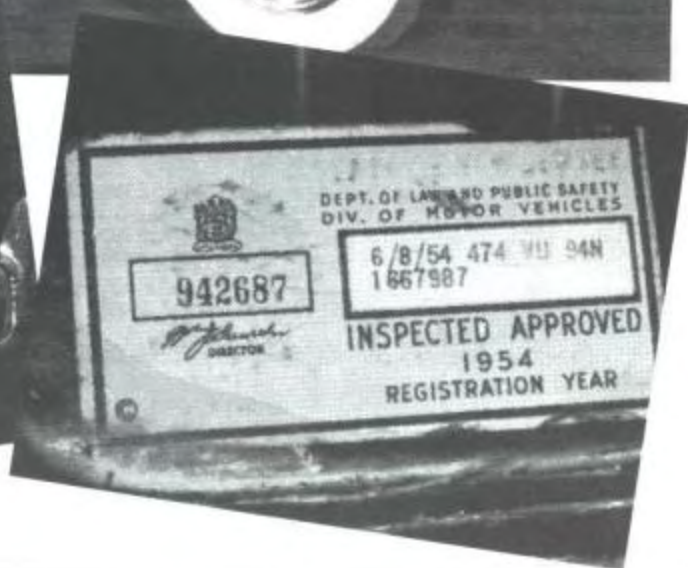
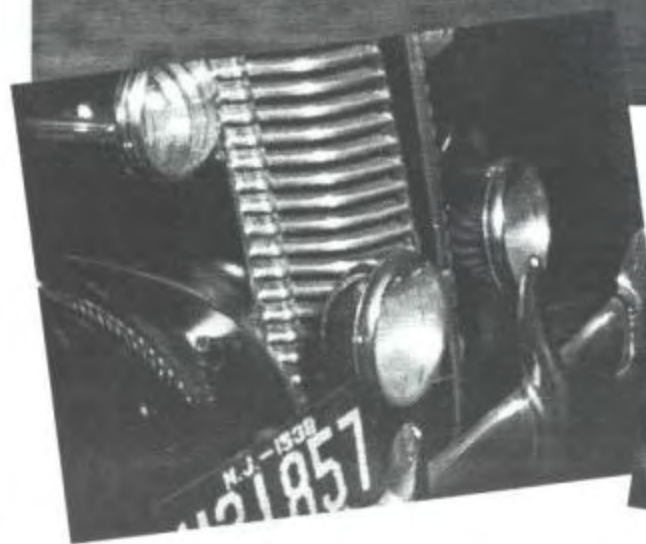
was offered for sale in October by Stanley Mann Racing in England. The car has right hand drive, European headlights and a power top. You can check it out at: www.stanleymann.com. Thanks to **Peter Landsbergen** (#1095) for sharing this ad.

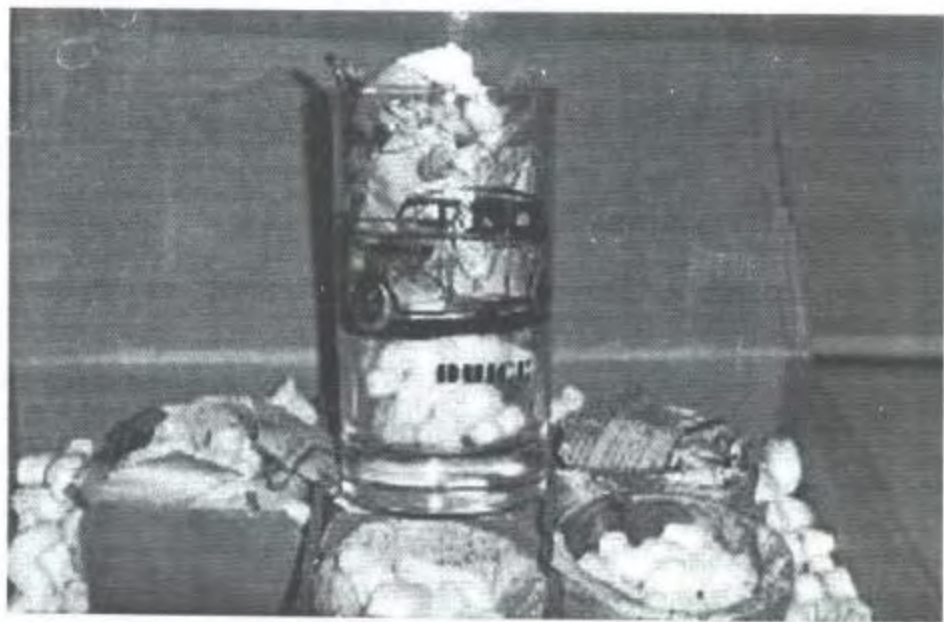
This next three photos show a black 1938 Buick Model 90 custom limousine that was built for New York City Mayor Fiorello LaGuardia. It is being sold by R&M Classic Car Auction. The car is owned by Richard Kughn, President of the Lionel Corp in Michigan.

The body was built by Rogers and features jump seats and a custom fitted trunk. It was designed for official use, providing onlookers with



A maroon sidemounted 1937 Buick convertible sedan with a custom body.





an excellent view of the car's occupants. A sticker on the window indicates that the car was last inspected and registered for road use in 1954. While solid and complete, this unique Buick will require a full restoration.

These drinking glasses with a 1937 Buick Special Sedan Model 41 on them were offered on eBay in November starting at \$19.95. Don't know

if they sold or not. Thanks to **Mal O'Neill** (#1425) in England for sharing this.

Dug and I extend our best wishes to all of you during this Holiday Season. And may you have a wonderful 2003. And don't forget, it's Buick's 100th birthday!

Harry



1937 Buick 1938 COVER CARS

The Christmas theme illustrations on both covers were first rendered for the December, 1991 Volume X, Number 3, by our Art Director Dug Waggoner.

I ENJOY DRIVING THIS FINE CAR!

By Al Evenden (#1639)-Cortland, NY



In my search for a 1937 or 1938 Buick Century, my wife and I went to Harrisburg, PA to a benefit auction for a private school. Someone had donated a 1938 Buick Special for the auction. The car went for more money than I thought it was worth.

During the day I bought an auto trader magazine. A 1937 Buick Roadmaster Sedan Model 81 was advertised, an original 79,000 mile car with complete history and zero rust. Sunday morning I called and the car was still for sale. It was located in Quakertown, PA, about 100 miles away. Needless to say, we drove there and the car was exactly as described, original interior in excellent condition, exterior painted once in 1960 and still presentable and the engine ran as a Buick 8 should. The car drove nicely. We agreed on a price

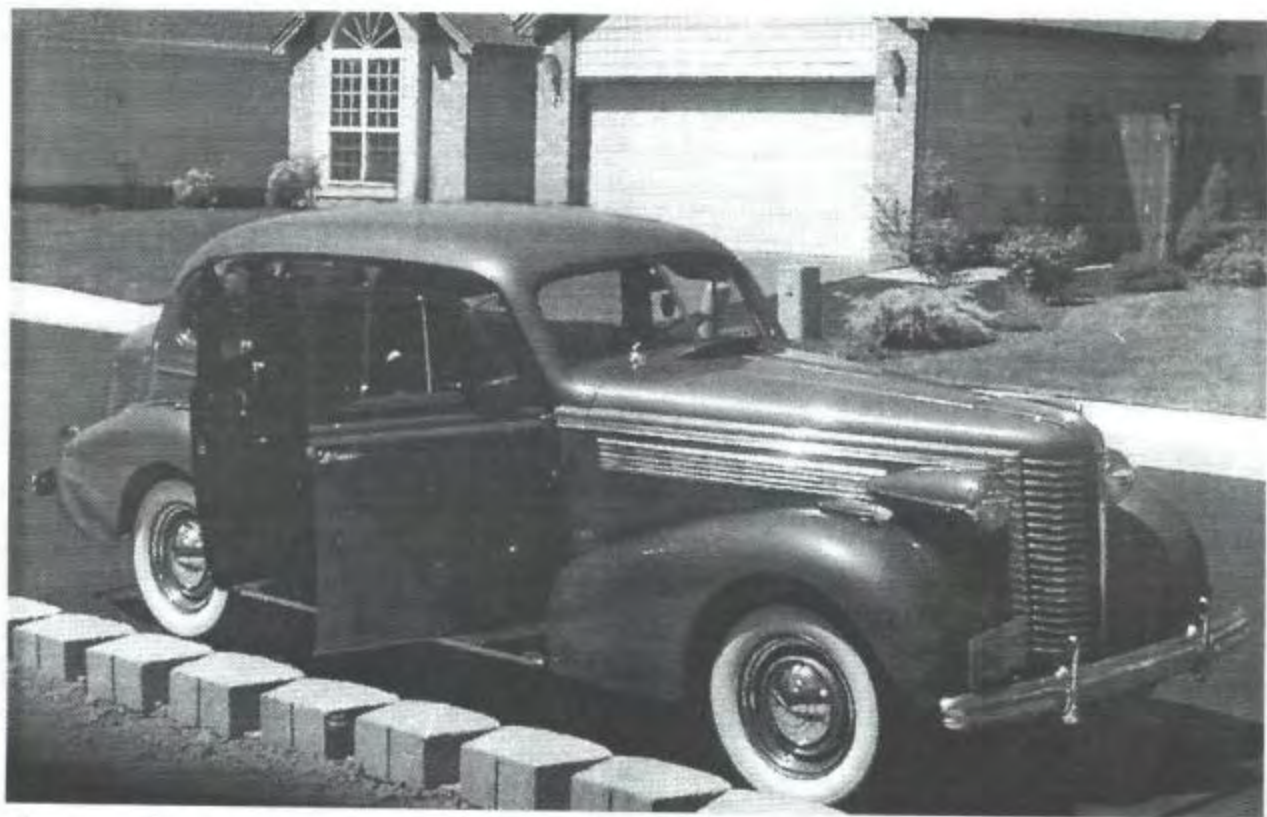
and I became the owner of a nice original Buick.

The car was purchased new by the Lester Clemmen's family. They owned the Moyer Meat Packing Company in Silverdale, PA. In 1960 the car was traded in at Kuhn Buick and was purchased by Dr. Raymond Landis MD, a doctor at Grandview hospital in Quakertown. It was always kept in a garage and driven occasionally. It was maintained by the local Buick garage. It has a Buick heater and defroster and working clock. It now has a working radio which I purchased from **Dave Tacheny (#997)**.



MOVING *TOWARDS* OREGON

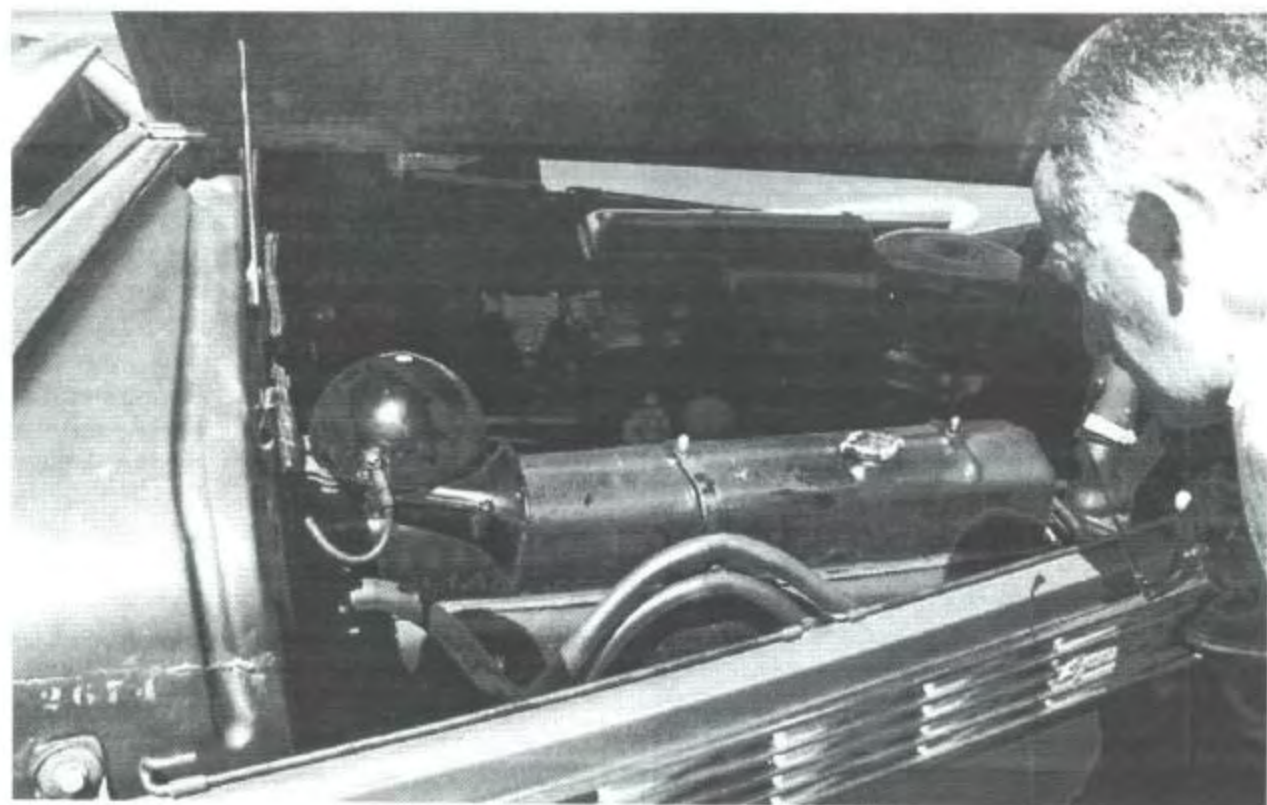
By Harry Logan, Editor



New member **Frank Hilton, Jr.** (#1667) in Portland, Oregon sent me these photos of his recently purchased brown 1938 Special Sedan Model 41. He is the fourth owner. The car is in excellent condition. It was purchased new by Josephine Wade in El Paso, Texas on March 23, 1938. The next owner was Conrad Theisman of Colorado Springs, Colorado who purchased the car in 1964. It was brought to Oregon three years ago by the man he bought it from. It has always been garaged, so it is free of rust. Congratulation Frank and welcome to the Club.

*By way of
El Paso, Texas
and
Colorado Springs,
Colorado*





CANADIAN BEACON

By Harry Logan, Editor



Bob Rebantad, who works for the British Columbia, Canada Forest Service, e-mailed me these photos of a 1938 McLaughlin Buick Special convertible coupe model 46C. It is black and has the Canadian rims and hubcaps with a Fisher body. The car was in nice original condition with low miles. It sat in a museum almost all of its life only to be taken out and driven in a few parades every year.



It has a large after-market grille guard, the correct rear window and brown leather upholstery with added turn signals.

One of our members, **Nigel Leedham** (#1498) also saw the car and writes: "In New Westminster, B.C. since the beginning of time there has been a 'Cap's Bicycles' started and run by Cap Hobbs and his family. Cap collected everything and had a museum. He died a few years ago and in October the family auctioned off the collection. There were over 1000 lots. This 1938 McLaughlin Special convertible coupe was the best of about two dozen vehicles. It was running and it looks quite smart, but in my opinion would need a lot more than cosmetics. It has incorrect upholstery, the dash needs refinishing and needs a top and the front bumper and grille guard need repairs. It does have the correct McLaughlin hubcaps."

"The museum was well known locally and there was a huge turnout for the auction. There was over a thousand bidding paddles issued and there was a general frenzy about the sale. This is the new owner's first antique car. He brought a trailer with him, so he came to buy. With buyer's premium, the car cost him around \$34,000 U.S. dollars."

"Have read a book titled **DRIVING FORCE** by Heather Robertson published by McClelland and Stewart. It is the history of the McLaughlin family



from their arrival in Canada from Ireland in 1832. They were farmers in Ontario and accidentally got into the sleigh and carriage business (they held the patent for the 5th wheel) and later automobiles. They became General Motors of Canada. I found it a very interesting book."

The interesting 1938 convertible now belongs to new member **Donald Causton** (#1691) in Summerland, BC, Canada. He plans to do a complete restoration of the car next year. Welcome to the Club Donald. We hope the Torque Tube will help with your restoration.



A Beautifully Restored ROADMASTER

By John Welby (#1497)-Oxford, Michigan

After searching for a 1937 Roadmaster Sedan for three years, I finally found the one I wanted. This was last year and the car was in Ames, Iowa. It had been beautifully restored to at least number 2 condition.



So we took our Chancellor (dark) Blue 1937 Roadmaster Sedan Model 81 to Kokomo, Indiana in July to the Buick National Meet. Here it's shown parked next to **Jim Blake's** (#1458) '37 Roadmaster 80C.

My '37-81 won a gold award and was only three points away from a Gold Senior, a high honor from the Buick Club of America.

Jim Blake also won high honors with his 1937 Roadmaster Model 80C Convertible Sedan. Other club members present were **Oneil Cantey** (#845) and his '37 Century Sedan Model 61, **Ray Cimarosti** (#512) and his '38 Special Sedan Model 41, **Douglas Santee** (#784) and his '37 Special Sedan Model 41, **John Steed** (#132) and his '37 Century Convertible Coupe Model 66C and **Bob Ward** (#114) with his excellent '37 Limited McLaughlin-Buick Model 90L.



This photo was taken during our trip in front of Henry Ford's Greenfield Village Museum in Dearborn, Michigan.



Here I'm parked in front of Thomas Edison's Laboratory that was moved to Greenfield Village from Menlo Park, New Jersey. Henry Ford and Thomas Edison were good friends. Henry Ford admired his older friend who died in 1931. Henry Ford died 16 years later in 1947.



This is my 1932 Series 90 five passenger sedan. It sold new for \$1,805 and weighed 4,565 pounds (2,075 Kg). The two Pilot Ray lights above the bumper turn with the front wheels. I urge all members to come to Flint, Michigan next July 23 -27 for Buick's 100th birthday. You will see some of the greatest Buick's ever built. The weather in July in Michigan is great and there is a lot to see and do in the Flint area.

The Eastern Meet As A Woman Sees It!

By Sherry Bargar (#1496) Indiana

I don't own a Buick, modern or otherwise, but I do enjoy the Eastern Meets. So much of the reporting on the '37-'38 Eastern Meet are done by the men. That is great because I know that men are mostly who own the cars. But they don't own all of them. My friend Arlue (Archie to those of us who know



and love her) Mitchell inherited her '37 Buick when her husband, Bob, passed away 6 years ago. When she started thinking about someone who could go with her to the meets, for some strange reason, this dear friend thought I would fit in with the nutty bunch that gets together once a year. She was right I guess because I haven't missed attending one with her in 6 years.

Now we don't always drive "Bueleh", Arch's '37 Sudan Blue Sedan. You know how these old cars can be so temperamental. Since we are usually two women traveling alone, we only drive her when the meet is in Ohio. We usually drive Arch's modern Buick or my van to the meet but fortunately, we have found people to be generous in letting us ride with them when we tour at the meets. I suppose they would like to duck and run when they see us heading toward their car BUT they don't. They generally grin and bear with us. We can be a handful.

I have watched the group from the Eastern Meet grow closer each year. They spend four or five days together each spring or summer and hate to say good-bye at the end. They enjoy each others company so much they sometimes get together at other times in the year. Like the group that met in Auburn, Indiana in October. Just wanted to get together and enjoy each others company. Well, that and see some old stuff!!!! Our Canadian neighbor's Bob and Doreen Ward were going to be in Auburn so they kind of organized a gathering. For others a whole year may pass between meets but they pick

right up where they left off the year before.

A lot more goes on at the spring meet than just touring and checking out old Buicks. For instance, we have an annual miniature golf tournament now. Last year there were only six of us but this year we had about 15. We even have a wonderful trophy

that we pass around now, thanks to Pat King. Marv Ryhnard won the thing this year and we had several hole-in-ones. Every night there are a few of us who have to hunt up an ice cream stand. We enjoy tooling down the road in the old Buicks to get that sweet. People enjoy seeing us too.

You might think that an old car meet would be mostly for men but you would be surprised. There is always a bit of shopping to be done. Naturally there is eating to be done. We women enjoy the antiques as much as the guys. There always seems to be a bunch of men with their heads stuck under the hood of one car or another so that gives the women a chance to read a romance novel or two or just rest.

It is always enjoyable to see new faces in the group. We sure hooked Mark Salamon and his friend Dennis last time. They only intended to stop in, check out the cars and take some photos. They ended up staying for the whole meet. Don't think they ever did make it to Cedar Point to ride the roller



coaster. We enjoyed having them and hope they will be in Lexington, Kentucky next May.

We also enjoyed having Jim Pfleger and his mother. Jim's mother was a classic. She had flown planes in her youth and had (is still having) an interesting life. We enjoyed her very much and hope they will be in Lexington too.

All in all, as a woman, I enjoy the friends and the cars, the food and the fun at the Buick Eastern Meet. I hope to see everyone in Lexington in May 2003!!

1937-1938 BUICK CLUB EASTERN MEET & TOUR

LEXINGTON, KENTUCKY MAY 13-14-15-16, 2003

Pat & Steve King (#776)
Greenwood, Indiana - Hosts

The city of Lexington is located within a day's drive of 75% of the U.S. population, Lexington is the northernmost city in the south, and it's centrally located in the Bluegrass Region of Kentucky.

Come tour with us through some of the most beautiful countryside anywhere. This region is home to over 450 horse farms along with Civil War Battlefields, bourbon distilleries, and world famous arts and crafts.

Plans are being made to tour the Kentucky Horse Park, a bourbon distillery, a car manufacturing plant, a private horse farm, a historic community - Shaker Village of Pleasant Hill and other attractions. Our host hotel will be the Springs Inn,

"A Lexington Tradition since 1948... True Southern Hospitality."



----- (Please copy and return this form) -----

2003 EASTERN MEET REGISTRATION

NAME(S) _____
ADDRESS _____ CITY _____ STATE _____ ZIP _____
PHONE _____ E-MAIL _____
TOUR CAR YEAR/MODEL _____

• Wednesday	5/14 Tour	#Attending _____
• Thursday	5/15 Tour	#Attending _____
• Friday	5/16 Tour	#Attending _____
• Friday	5/16 Dinner	#Attending _____

MEET REGISTRATION FEE - \$15.00/CAR

MAKE CHECKS PAYABLE TO:

STEVE KING

629 WEST MAIN STEET

GREENWOOD, INDIANA 46142

PHONE: (317) 881-8303 E-MAIL: KINGBOILER1937@AOL.COM

HOST HOTEL

THE SPRINGS INN, 2020 HARRODSBURG ROAD, LEXINGTON, KENTUCKY 40503

TOLL FREE RESERVATIONS: 1-800-354-9503

PHONE: (859) 277- 5751

www.springsinn.com

**MAKE RESERVATIONS DIRECT WITH THE HOTEL, AND DONT FORGET TO MENTION
THE 37-38 BUICK CLUB TO GET THE SPECIAL RATE:**

\$65.00 + TAX ----- 30 ROOMS ARE BEING HELD UNTIL APRIL 13

Fees for attractions and food costs will be collected after reservations have been made.



Technical TIPS

By Jimmy Haggland (#299)-South Africa
(ED: This article appeared in the TT in 1985)

COOLING SYSTEMS MODERNIZED

I have used a pressurized cooling system on my 1938 Buicks with excellent results. It is a conversion the average restorer-owner can do. These diagrams illustrate the various cooling systems.



Photo 1. This is an original Buick radiator.

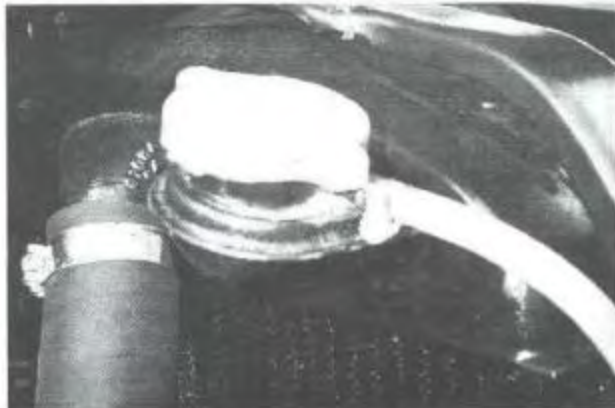


Photo 2. This shows a new replacement filler neck soldered in place of the original one.

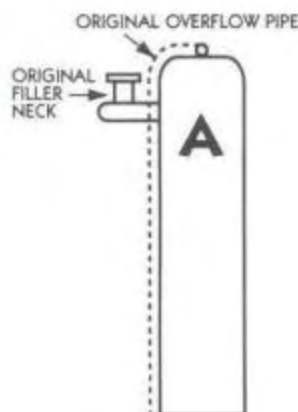


Diagram A.
It works well, but in peak hour traffic or on hot days, it probably will not do a good job cooling the engine.

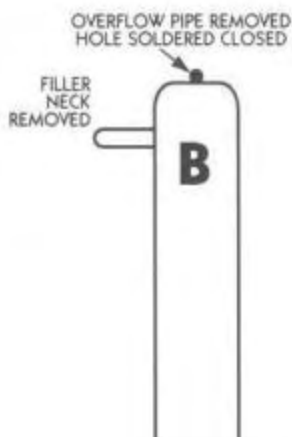


Diagram B.
This shows the original filler neck removed, the overflow pipe removed and the hole at the top of the upper tank soldered shut.

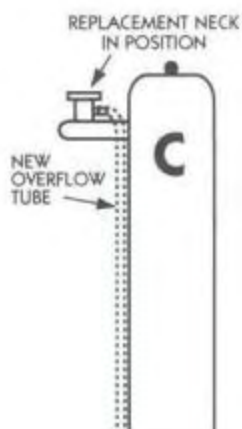


Diagram C.
Notice that unlike the original filler, an overflow outlet is attached to the new filler. Connect this to an overflow pipe and have a 7 pound pressure cap fitted. This is the end of most problems.

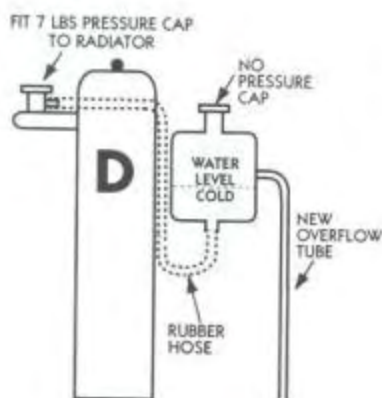


Diagram D.

On my cars, I have this system. In my opinion it is the best. It is similar to C but superior in that it is now "thermo-syphon". No pressure cap is used on the expansion tank, only on the radiator. This way your radiator should never run dry. Top up the expansion tank as necessary.



Photo 3. A few words of caution. On all pressure caps, fit a gasket to ensure a good seal. If your radiator is suspect, it could develop a leak with a pressurized system. A pressurized system might cause poor condition radiator hoses to leak, not to mention the water pump and freeze plugs.



Photo 4. Here are three 7 pound caps from different manufacturers. If you suspect your radiator, you might want to use a 4 pound cap instead of a 7 pound one.

Note: The above will not cure a blocked radiator or an engine block caked with mineral deposits. But in my case, these modifications were the answer to modern driving condition.

(ED: I have seen some old Buicks with a pressure cap and new filler neck, but with the original overflow pipe still soldered to the top of the upper tank. This looks like a pressurized system but is not.)

Diagram E.

This system is similar to D. If this system is used, no alteration to the radiator filler neck is necessary. Just fit a decent seal under the radiator cap. This is a plain unpressurized radiator cap. Attach an expansion tank out of sight. Mine is behind the grille, attached to the headlamp bucket bolts. If you use a clear plastic tank, the level is visible and easy to check. Use a 7 pound pressure cap on the expansion tank. Attach the overflow hose from the radiator with a small clamp. Do the same where it is connected to the expansion tank. My 1938 Chevrolet has this system and works beautifully at all speeds and in traffic.



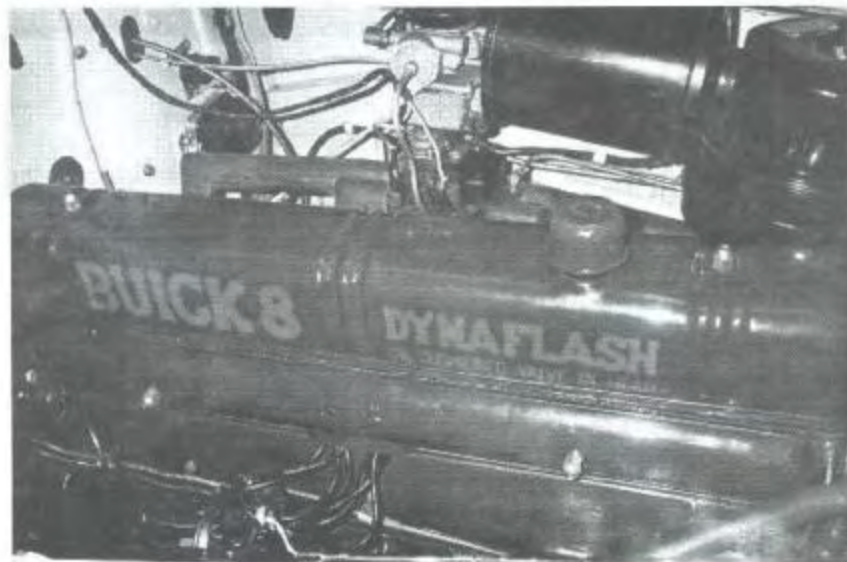
Technical TIPS

By the Editor

BUICK'S SWITCH TO TWO STUD VALVE COVERS



These photos show two 1938 big series cars, one with the 3 stud (up to s/n 3525208) and one with 2 stud valve covers (after s/n 3525209). All Buicks from late 1938 on had only the 2 stud cover.



From the 1938 Buick Dealer Service Bulletins

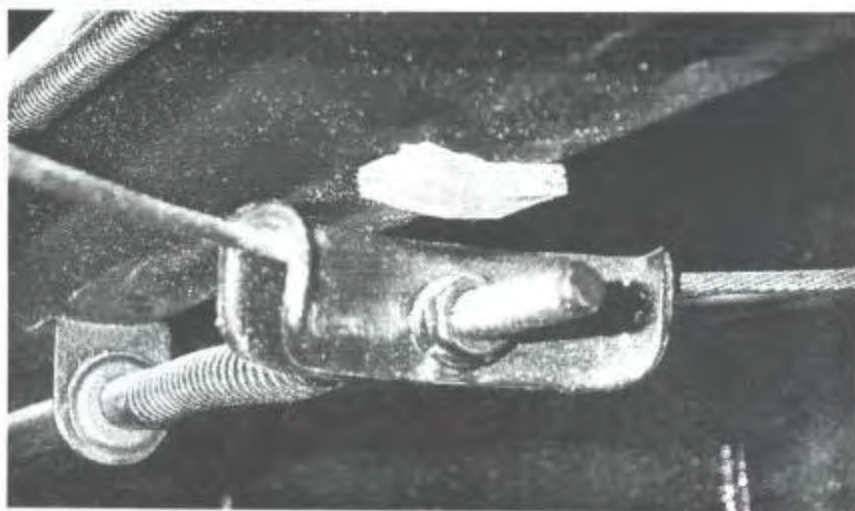
"Beginning with Series 40, engine number 4-3534043 and Series 60-80-90, engine number 3525209, no center stud is used for holding valve rocker arm cover to cylinder head."

Note: The new 2 stud valve cover has different embossings. The decal is now in two pieces so it can fit around the two center embossings. The new filler cap has a wire mesh filter inside and is now part of the engine's crankcase ventilation system. The former louver at the back of the valve cover is no longer used.

NOISE FROM UNDER YOUR CAR

Technical TIPS

By the Editor



A clanging noise coming from under your car is most likely caused by something banging on the torque tube. The torque tube being hollow amplifies any noise made by something hitting it. It was so common that it became known as the "The Buick Bell."

The most common problem is the emergency brake cable equalizer hitting the torque tube. The equalizer rests about an inch below the torque tube and will often hit the torque tube when you hit a bump on the road. Upon inspection, I could see where the paint had been rubbed off the torque tube by the equalizer hitting it. I fixed the problem by using rubber cement to glue a piece of sponge rubber weatherstripping to the torque tube above the equalizer. Be sure to do this with the emergency brake **off** as the equalizer moves to a different spot when the brake is on.

Safety note: Don't forget to put the transmission in low gear and **block the wheels**.



I also had a similar noise problem with another car. This noise was harder to find because I could not tell where it was coming from. I tighten all the fender and front suspension bolts and even removed the sidemounts. The noise was still there. The problem was that the two long torque tube support rod bolts were loose where they attach to the rear axle housing. Once I tightened them the noise disappeared.



Technical TIPS

By the Editor

UPDATE ON 1937 80 & 90 SERIES DASHBOARDS

One year ago I wrote an article on 37-80 & 90 dashboards that appeared in the November/December 2001 Torque Tube. Owners of original dashboards stated the dash was painted a golden tan. The paint may have faded to tan over time but was originally light gray according to a factory letter dated December 1, 1936 I just found. It was addressed to All Parts and Service Managers. The letter states that 80-90 dashes were painted Luster Light Gray and then decals applied around the instrument panel and glove box door areas. The decals had a circular looping pattern and are pictured in the Torque Tube article.



INSTRUMENT PANEL FINISHING-SERIES 80-90

The Instrument Panel is an integral part of the front end frame assembly and is finished as follows:

The panel is primed and coated with Duco No. 202-52341, Lustre Light Gray Medium. The embossed or raised sections are then covered with Transfer Cement FS-10 (DiNoc 1169) which may be obtained through the Factory Parts Department or obtained from Fisher Body Service Division, Detroit. While this cement is wet, Transfer (Group 10.251, Part #4075400 Right Side—Part #4075401 Left Side) are immersed in water and put in place on the panel. A rubber pad is used to smooth out the transfers, after which the paper backing is peeled off and any remaining wrinkles smoothed down with a sponge. Any air pockets should be pricked open and smoothed down. A sharp knife should be used to trim

out the Transfers in the Instrument and Glove Compartment openings and the edges carefully pressed down around the openings. After drying, the panel is oil sanded lightly and sprayed with clear lacquer.

Small scratches on the surface of the transfer can be repaired, but if the damage covers an appreciable area, it is advisable to replace the transfer, or clean off the entire panel down to bare metal, re-prime and finish in a shade of Duco acceptable to the owner.

Signed: E. W. Eaton
Service Department, Buick Motor Company
Flint, Michigan

Note: This letter later became a Service Bulletin. See page 40 of the 1937 Dealer Service Bulletins.

ADS FOR CLUB MEMBERS ARE FREE!

After your ad has appeared once, the Torque Tube will rerun it one more time if you ask. The best way is to e-mail or mail your ad. Include a photograph if you wish. See the masthead on page 2 for Torque Tube's e-mail and postal mailing addresses. If you want to run an ad continuously, inquire about our business ad rates.

Parts FOR SALE

• 37/38 PARTS FOR SALE:

Parting 1937 and 1938 Buicks. The following is just a portion of what's available. Call with your needs.

• 1937 PARTS

Large Series AA-2 Carburetor, complete	\$300
Cigar lighters	\$25
Coupe & convertible coupe seat	\$200
40/60 Series rear brake cables, good condition	\$40 pair
Century radiator	\$75
Special radiator	\$75
Rear springs 40 & 60, good condition	\$100 pair
Radio delete plates	\$15
Small series throttle linkage	\$25
Big Series rocker assemblies	\$50
Fender lights	\$65 pair
Trunk lights, complete	\$50
Tail lights with lenses, all series	\$50 pair
Wiper transmissions	\$50 pair
Special manifold	\$75
Throttle cable	\$20
Special transmission	\$100
Special splash pans	\$40 pair
Century hood	\$100
Headlight switch	\$20
Radio grilles	\$15
Wiper motors	\$15
Trunk hold-up arms	\$20
Sun visors	\$20
Bumpers	\$40 each
Bumper arms	\$15 each
Steering wheel	\$50
40 & 60 running board brackets	\$50 set
Buick crest badge for hood trim strip	\$50
Gas pedal	\$15
Small and large series generators	\$75
Sharktooth grille guard	\$100
Rear springs, 40 & 60 series, brand new	\$250 pair
Complete jump seat set with all hardware and buckets	\$500

• 1937 PARTS

Slant back sedan trunk lid.....	\$175
Slant back sedan rear vent windows.....	\$100 pair

Special generator	\$75
Coupe & convertible seat, complete	\$200
Century motor, complete long block	\$500
Limited door sills	\$75 set of four
Breather tubes	\$10 each
734Z starter with solenoid	\$50
Special hood lettering	\$20 pair
Rear license plate stand, bracket & light for sedan	\$45
Assist straps with screws	\$10 each
Throttle cable	\$20
Special radiator	\$75
Battery tray	\$20
Special manifold, complete	\$75
Special hood sides & tops	\$25 each
Century radiator	\$100
Owners manual and other misc. original glove box literature	\$75
Hubcaps, used	\$25
Clock	\$40
Cigarette lighter, complete	\$25
Deluxe heater	\$100
Jack handle only	\$20

• 1937 & 1938 PARTS

40-60 Lower inner shaft and bushings, new	\$90 pair
Large series transmissions	\$300
Special air cleaners	\$50
Radio hanger brackets	\$25
Large series flywheel with good teeth	\$100
Big Series spark plug cover	\$100
Headlight buckets	\$20 each
Map light switches	\$15
Small series spark plug covers	\$40
Rear fender splash aprons	\$15 each
Big Series manifold ends	\$50
16" beauty rings	\$10 each
Headlight bezels	\$20 each
Trunk hinges	\$50 pair
Front arm rests	\$25 pair
40 & 60 rear vent windows, need plating	\$50 pair
Rear view mirrors	\$15
Special rear motor mounts	\$25
Century rear motor mounts	\$35
40 & 60 4 dr. sedan doors	\$75 each
Front vent window frames & mechanisms	\$35 each
Big Series fuel pump cores	\$35
4-Post voltage regulator, used	\$25
Headlight adjusting buckets	\$100 pair
Front license bracket	\$35
Special insert connecting rods	\$200 set
Small and Large Series timing chain covers with '49-'53 seal	\$50
Small series 1941 dual carb set-up, complete with linkage	\$500

Dave Tacheny (#997)
11949 Oregon Ave. N.
Champlin, MN 55316
(763) 427-3460

(Parts For Sale continued from page 24)

• **37/38 PARTS FOR SALE:**

1938 Special, new .040 over size pistons, some shop wear	\$125.00 for set of 8
1938 Special oil bath air cleaner, good	\$75.00
1937 Special carb AAV-1	\$125.00
1937 Special carb AA-1	\$125.00

Both carbs missing rubber boot and choke cable, otherwise nice carbs for rebuilding.

Shipping extra on all parts.

Bob Pipkin #76
2516 62nd Ave. SE
Salem, Or. 97301
Phone: (503) 363-4712

• **1938 CENTURY PARTS FOR SALE:**

Fenders, front, left and right, some dents, no rust	\$75 each
Manifold, intake & exhaust, center cracked	\$75
Water pump, rebuilt in box	\$45
Seat, front, from a coupe, covered in vinyl	\$150
Oil pan, no dents	\$35

Small items can be shipped UPS or US Mail. Larger items must be shipped by truck. Can send or e-mail photos.

Russ Kaufmann (#303)
Phone: (707) 542-4151 (in Northern California)
E-mail: russco@sonic.net

• **NOS PARTS FOR SALE:**

1937-40 Third gear syncro drum, second gear syncro drum, specify	\$40 each
1937 Throw out bearing	\$40
1937-40 U-joint assembly	\$60
1937-40 Second speed gear	\$40
1937-40 Main drive gear	\$45
1938-40 Second and third gear syncro drum	\$40
1938-60-80-90 Main drive gear	\$55
1938-60-80-90 Piston ring set, standard to .019 oversize	\$35
1938 Gas gauge	\$65
1938 Color sales catalog, black cover, good used	\$65
1938 Carburetor vacuum starter switch	\$60
1937-1938 Muffler, N.O.R.S.	\$75
1937-1938-60-80-90 Transmission syncro clutch assembly	\$100
1937-1938-40 First and reverse gear	\$45
1937-1938-40 Countershaft gear	\$85
1937-1938-40-60 Intermediate steering arm bearing kit, N.O.R.S.	\$30
1937-1938-40 Intake or exhaust valves	\$10 each
1937-1938-60-80-90 Exhaust valves	\$10 each

All parts NOS except as noted. Add 15% postage. Have much more 1937-1938 mechanical, trim.

Send S.A.S.E. for list.

Bob Graves (#1136)
56 Dartmouth St.
Lynn, MA 01904
Phone: (781) 593-9534 Evenings

• **37/38 PARTS FOR SALE:**

1938 front accessory grille guard, show quality	\$175
16" wheel trim rings, 2 new repro	\$22.50 each
16" wheel trim rings, 4 good used	\$15 each
1937 "Buick 8" grille logo, repro, mint	\$60
1937 hood ornament, mint repro	\$60
1937 tail light, red plastic, mint	\$12
NOS Delco voltage 3 prong regulator in box, p/n 1118315	\$65
1937-38 NOS 2nd gear, Series 60,80,90	\$45
1937 oil filler cap, good original	\$10
1937 gas cap, chrome, good used	\$5
1937 sidemount cover hub lock with key, excellent	\$45
NOS voltage regulator, Criterion brand for '37	\$35
1937 Roadmaster clutch throw out bearing, NOS	\$30
1937 NOS Roadmaster starter drive	\$15
4 1937 bumper guards, re-chromed, nice	\$25 each
1937 sidemount hub hold down dish, mint	\$25
Set of Roadmaster under fender sidemount braces, good used	\$70
1937 Special sidemount outer covers, straight, solid	\$40
1937 Big Series sidemount outer covers, one rusty, one poor	\$30
1937 radio, mint face, good plastic, works???	\$200
1937 Buick bottle jack with crank, excellent	\$80

Shipping extra

Louis Cohen (#584)**
58 North Racebrook Rd.
Woodbridge, CT 06525
Phone: (203) 397-8723

• **1937-1938 SEDAN TRUNK KIT:**

Brand new pre-cut Hampton Coach trunk kit for a trunk back sedan.
Model 41 or 61. Correct slanted, striped burlap lining with felt padding and
black pre-cut cardboard pieces \$150 plus postage.

Harry Logan (#651)
1005 Rilma Lane
Los Altos, CA 94022
Phone: (650) 941-4587
E-mail: harrylogan@earthlink.net

• **37/38 PARTS FOR SALE:**

1938 Map Light Cover: Special; Century; Roadmaster; Limited	\$55.00 ea.
1938 Grill Badge; New	\$110.00 ea.
1938 Glove Box Plastic Ring; New	\$14.00 ea.
1938 Front Ashtray Plastic Pull; New	\$20.00 pr.
1938 Cowl Vent Knob; New	\$18.00 ea.

1938 Choke Knob; New	\$12.00 ea.
1938 Radio; Fully Restored; Working Condition.....	\$450.00
37-38 Oil Line Screens; NOS	\$5.00 ea.
37-38 Rotor	\$4.00 ea.
37-38 Point Set.....	\$7.00 ea.
37-38 Steering Knuckle Upper Shaft Pivot Seal	\$2.00 ea.
37-38 Brake Shoe Hold Down Spring Pin	\$1.00 ea.
37-38 Oil Pump Body Gasket.....	\$2.00 ea.
37-38 Manifold Gasket; 3 pc. Set	\$15.00 ea.
37-38 Muffler Clamp, Front	\$6.00 ea.
37-38 Door sills; 2 dr	\$85.00 pr.

Interior Plastics Available For Many Other Years

FOR A FREE LIST, CONTACT:

AL BELL, BUICK PARTS***

SPECIALIZING IN BUICK PARTS: 1914-1969

4982 Hubner Circle

Sarasota, Fl. 34241

Phone: (941) 927-3588; Fax: (941) 926-8224

Email: buickpts@aol.com

Parts **WANTED**

WANTED:

For Big Series Engine

- Oversize Pistons, 60-125 over, complete matched set
- 1952 4 Barrel Manifold

Lloyd Ikerd (#1612) — in Southern California**

Phone: (949) 515-7333

E-mail: elzfargo@msn.com

WANTED:

- Buick 8 front bumper badge.

Eugene Mousel(#1432)

7556 East F St.

Tacoma WA. 98404

(253)472-2945

E-mail: genes66s@yahoo.com

WANTED:

- Pilot, Super Ray or Tripp driving lights.
- Also Appelton or Guide rectangular fog lights.

Any condition or parts only.

Jim Wallace (#283)*

16438 Gilmore St.

Van Nuys, CA 91406

Phone: (818) 785-7246

Cars FOR SALE

• 1937 FOR SALE:

1937 CENTURY Fastback Sedan Model 67

Chancellor (dark) Blue. Beautiful frame-on restoration to #2 condition. Hampton Coach grey interior, Hunley Acuff restored running boards, professionally restored correct tube radio, new brakes, new glass and rubber, fresh chrome. Firestone wide whites on correct 15 inch wheels.

Extra parts and past issues of the Torque Tube included.....\$20,000

Dan Cutright (#955) — Napa, Northern California

Phone: (707) 255-2806 - evenings (707) 252-2739 - days

E-mail: dannsue@napanet.net



• 1937 CENTURY CHASSIS FOR SALE:

The chassis is nearly complete, has radiator, radiator support, grille support, no grille, most of the hood, rear fenders, 4 tires & wheels and 2 good '37 wheels without tires. The engine is free, never frozen but will need rebuilding, transmission and rear end good. There are several boxes of parts, handles, hinges, window regulators etc.....\$650

Howard Kriebel (#1415)

90 6th Avenue

Collegeville, PA 19426

Phone (610) 489-1253

E-mail: kriebel@erols.com

Cars WANTED

• 1938's WANTED:

- 1938 Special or Century 6 wheel 4 door trunk back sedan in number 2 condition or better
- 1938 Special or Century 6 wheel coupe in number 2 condition or better.

Ernie Ricci (#1686)

32 Bolinbroke Rd.

West Chester, PA 19382

Phone: (610) 455-1556

E-mail: cabrico@erols.com

Richard Steele (#1674)
2240 N. Mill St.
Lewisville, TX 75057
38-47 & 38-46C

Dick Webster (#1675)
926 Willow Glen Way
San Jose, CA 95125
38-41

David May (#1676)
1126 S. Irwin Ave.
Green Bay, WI 54301
37-41 & 37-47

Chet Palumbo (#1677)
5480 Amberfield Dr.
Norcross, GA 30092
37-46

Brian Allen (#1678)
2434 Wabash Avenue
Fort Worth, TX 76109
38-41

Jack Lundgren (#1679)
5398 Miller Trunk Hwy
Hermantown, MN 55811
37-46

Geoffrey Stafford-Nelson (#1680)
Alvaston, 2 The Close
Rue du Craslin, Sandybrook
St. Peter, JE3 7ZP
Channel Islands, UK
38-41

Richard Fishman (#1681)
492 Staten Ave. #401
Oakland, CA 94610
38-41

WELCOME *New Members*

Andrew Szczyglak (#1682)
40 East Poplar St.
Shenandoah, PA 17976
37-41

Mark Woods (#1683)
10108 N. Chestnut Ct.
Kansas City, KS 64155
38-41

Dennis Goethe (#1684)
112 Mar-EI Court
Ellisville, MO 63011
37 Hearse

Classic Auto Repair (#1685)
1112 DW Hwy North
Hooksett, NH 03106

Ernie Ricci (#1686)
32 Bolinbroke Rd.
West Chester, PA 19382

John Williams (#1687)
855 7th St.
Charleston, IL 61902
37-66S

Jimmie Wood (#1688)
4145 Schindler Rd.
Fallon, NV 89406

Anthony Montano (#1689)
260 Menard Circle
Sacramento, CA 95835
37-80C 36-81

Louis Mendelsohn (#1690)
25941 Apple Blossom Ln.
Wesley Chapel, FL 33544

Donald Causton (#1691)
RR.2, Site 74, Comp. 6
Summerland, BC, Canada
38-46C

Lee Sockwell (#1692)
5857 Butler Rd.
Gibsonville, NC 27249
37-41

Charlie Voellinger (#1693)
84 Arundel Place
Clayton, MO 63105

Jim Day (#1694)
7679 Northeast Circle
Citrus Heights, CA 95610
38-46

John Evers (#1695)
PO Box 91
Middleboro, MA 02346

Charles Wilson (#1697)
2849 Homestead Dr.
Oshkosh, WI 54904
38-41

Russell Splain (#1698)
44W650 Keslinger Rd.
Elburn, IL 60119

James DuSel (#1699)
235 Chancery Rd.
Baltimore, MD 21218
37-41

Back Issues Still Available!

The following Back Issues of the Torque Tube
are available for \$3.00 each postpaid

- 1997-1998 Volume XVI - Numbers 1 through 6
- 1998-1999 Volume XVII - Numbers 1 through 6
- 1999-2000 Volume XVIII - Numbers 1 through 6
- 2000-2001 Volume XIX - Numbers 1 through 6
- 2001-2002 Volume XX - Numbers 1 through 6

Please make your checks payable to:

The 1937-1938 Buick Club, 1005 Rilma Lane, Los Altos, CA 94022 USA

1938 BUICK SPECIALS BY **VICTORY** MODELS

New Price
for convertibles
\$135.00
each

NEW



In MET. BROWN or MET. GRAY

VL-5 1938 BUICK SPECIAL CONVERTIBLE COUPE W/TOP



**1/43RD
SCALE**

NEW



In MET. BROWN or MET. GRAY

VL-4 1938 BUICK SPECIAL CONVERTIBLE COUPE OPEN

CATALOG
#34
\$2.00

VISA



VL-1 1938 SEDAN and VL-2 1938 BUSINESS COUPE STILL AVAILABLE at \$125.00 EACH - SHIPPING \$6.00 first model, & \$1.00 each additional model
Send Inquiries and Checks Payable to:

RAY PASZKIEWICZ, JR.

P.O. BOX 156, CLARKSBURG, N.J. 08510 • TEL. 732-446-9381 • FAX 732-446-9297

1937-1938 Buick "HOOD HINGES"

*All Stainless Steel reproduction of the Original Trim
Orders Cut To Length To Fit Your Model and Year*

\$195

plus shipping and tax (CA)

Bobs Specialty Parts

9282 Sungold Way, Sacramento, CA 95826

(916) 362-2597

1904-1965 BUICK RESEARCH SERVICE

More information and detail about your specific 1937 or 1938 Buick year, model and serial number than you can get from any other source. **SATISFACTION GUARANTEED.**

Complete Research Package \$50.00, \$60.00 if shipped outside the USA.

Additional information available at <http://www.OldBuickArchive.com>. Also check out 1937 and 1938 in the "Valve-In-Head Archive" at the web site for a listing of reference material that can be photo copied for research purposes.

1937 BUICK HIGH QUALITY VIDEO

1937 Buick video made from the only known copy of a 16 mm black & white sound film produced by Buick Motor Division in 1937. The tapes have been made by a professional video dubbing studio. They are very high quality and are produced from a digitally mastered original.

Video runs approximately 32 minutes and contains a number of segments showing the construction of the 1937 Buick and Buick's place in American society. Historically significant item.

SATISFACTION GUARANTEED. \$39.95 including shipping.



TERRY DUNHAM
AUTOMOTIVE RESEARCH SERVICES



P.O. Box 4057, Apopka, Florida 32704-4057

e-mail: Buickohv@aol.com • web site: www.OldBuickArchive.com

FRONT FLOORMAT
1937-38 All Models
Black or Brown
FF-378.....\$195.



**BOB'S
AUTOMOBILIA**
(805) 434-2963

1937-38 BUICK



DOOR WEATHERSEAL-SPONGE
Glue-in.....DW-378.....\$1.80 ft.
Clip-in.....DW-80.....\$3.25 ft.
Clips.....WC-80.....\$.75 ea.
DOOR BOTTOM SEAL
Clip Type.....DW-369.....\$2.25 ft.

TRUNK SEAL-SEDANS, 1/2" Wide;
Ser. 80-90.....TW-371.....\$35.50
Sedans, 3/4" Wide;
Ser. 40-60.....TW-371S.....\$37.50

TRUNK SEAL For COUPES, 5/8" x 1"
Sponge.....TL-369.....\$2.00 ft.
1/2"x1"x16" TL-1129.....\$47.50

CLUTCH and BRAKE PEDALS Series 40-60
Black.....CB-343BK.....\$5.95 ea.
Brown.....CB-343BN.....\$5.95 ea.

PEDAL FLOOR SEALS; All Models
.....FS-375.....\$12.50 pr.

1937 ONLY! ACCELERATOR PEDALS Series
40-60 Back..AP-37BK.....\$32.00
Brown.....AP-37BN.....\$35.50

SHIFT BOOT, 1937-38 Series 40 Only!
Black.....\$ 9.25
Brown.....\$18.50
Series 80-90 Black ONLY.....\$ 8.50

DOOR SILLS; Trim To Fit
2-Door \$62/pr. 4Door \$93/set.
GLOVE BOXES; \$27. ea.

PARKING LIGHT LENS.....\$18.00 ea

CARB. KITS: CARTER.....CK-360C \$27.00
STROMBERG.....CK-37XS \$27.50

TORQUE BALL SEAL KIT, All Models
TBK-343.....\$27.00

VISOR "VANITY" MIRROR, VM-379.....\$27. ea.

LICENSE PLATE FRAMES, Chromed Brass
LF-333P.....\$62. Pair

FRONT END PARTS For 40-60 Series;
Upper Outer Kit.....\$39.50
King Pin Sets.....\$39.75
Lower Inner Bushings.....\$20.00
Tie Rod End.....\$27.00



EXHAUST MANIFOLDS
1937-38 Series 60-80-90
ENDS \$185. CENTER \$189. VALVE BODY \$195.

RUNNING BOARD INSULATORS, 1937-38
All Models, ALL NEW MATERIAL!
4 Needed Per Running Board.
RI-378S.....Set of 8...\$180.00

HOOD REST PADS, 1937-38 6-8 Per Car.
HR-378.....3.50 ea.

DASH GLASS, SILK-SCREENED on
Back of GLASS in COLORS as
Original, 1937.....SPEEDO DG-37.....\$38.
.....RADIO.....RG-37.....\$23.
.....CLOCK.....CG-37.....\$28.
1938.....SPEEDO DG-38.....\$38.
.....RADIO.....RG-38.....\$23.
.....CLOCK.....CG-38.....\$28.

PLASTIC DASH KNOBS DK-37(38).....\$ 8.
PLASTIC DOOR HANDLE and Window
Winder RINGS .HE-37(38).....\$ 6.

OUTSIDE DOOR HANDLE CHROME
and RUBBER GROMMETS.
1 FERRULE & 1 GROMMET Per Set.
1937.....DGF-296.....\$5./Set
1938.....DGF-380.....\$5./Set

DOOR FERRULE INSTALLATION TOOL
\$20. Refundable if Returned Within
30 Days. DF-TOOL.....\$29.

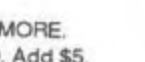
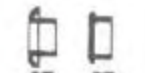
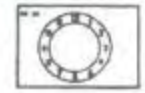
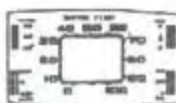
1938 TRUNK HANDLE/LIGHT MOUNTING
SEAL.....DH-381.....\$8.95

MOTOR MOUNT, FRONT, All Models
ROUND PADS.....SP-338.....\$10. pr.
MOUNT.....MM-347.....\$51. pr

TRUNK HINGES for 40-60, Chrome Plated \$150. pr.

1937 HUB CAPS, All Ser.....HC-37.....\$60. ea.
WHEEL Beauty Rings, 15" or 16".....\$99./Set of 4
1937 or 38 HOOD ORNAMENT.....\$85.

SOME OTHER ITEMS WE STOCK; BEARINGS,
DECALS, ENGINE PAINT, DECALS, SHOP
MANUALS, PARTS BOOKS, BODY BOOKS and MORE.
SHIPPING; 10% max. \$9. min. \$4. Prepaid. C.O.D. Add \$5.



BOB'S AUTOMOBILIA BOX 2119 ATASCADERO CA. 93423 TELEPHONE (805) 434-2963
VISA- MASTERCARD-DISCOVER or C.O.D. CATALOG #45 \$5.00 - PHONE ORDERS - (Write For Catalog)
PRICES SUBJECT TO CHANGE WITHOUT NOTICE

BUICK...Upholstery and Top Kits 1927/1955

Since 1977... Hampton Coach has been producing only the finest quality Interior and Top products available for GM cars.

We offer complete interior Kits Seat Upholstery, Tops and related accessories as well as "era" fabric by the yard...Inquire Toll Free... for Free Literature, Prices, Fabric Samples and Parts Catalog...

1-888-388-8726



www.hamptoncoach.com

HAMPTON

6 Chestnut Street
Tel 978-388-8047



Amesbury, MA 01913
Fax 978-388-1113



1937-38 BUICK PARTS

A VARIETY OF

NOS, USED & REPRODUCTION PARTS

Gauges, Handles, Mirrors
Interior Detail Items & Plastics,
Belt Molding, Fuel Sending Units,
Some Mechanicals PLUS MUCH MORE!

FOR A FREE LIST, CONTACT:

AL BELL BUICK PARTS

4982 Hubner Circle
Sarasota, FL 34241

Phone: 941-927-3588

Fax: 941-926-8224

Email: buickpts@aol.com

SPECIALIZING IN BUICK PARTS 1915-1969



J.B. Donaldson

2533 W. Cypress St.
Phoenix, Arizona 85009
(602) 278-4505

Beautifully Recast
STEERING WHEELS
Call or write for brochure



RESTORATION



SERVICES

Running Board / Rocker Moldings

1934 thru 1940

SSAE for Information

BUICK RESTORATION SERVICES

P.O. BOX 442, PERRY, MICHIGAN 48872



1927 thru 1953 WIRING HARNESSES

AUTHENTIC REPRODUCTION
WIRING SYSTEMS THRU 1953
• HAND CRAFTED WITH THE
FINEST MATERIALS

EACH SUPPLIED WITH:

- LIMITED WARRANTY
- INSTALLATION INSTRUCTIONS
- SCHEMATICS

ALSO OFFERING:

- WIRING SUPPLIES

CATALOG OR INFORMATION \$5

HARNESSES UNLIMITED



BOX 435 WAYNE, PA. 19087

